



(12)

**EUROPEAN PATENT APPLICATION**

(43) Date of publication:  
16.10.1996 Bulletin 1996/42

(51) Int Cl.<sup>6</sup>: **G08G 1/127**

(21) Application number: 96302367.6

(22) Date of filing: 03.04.1996

(84) Designated Contracting States:  
DE FR GB

(30) Priority: 10.04.1995 US 419349

(71) Applicant: **Ford Motor Company**  
**Dearborn, MI 48126 (US)**

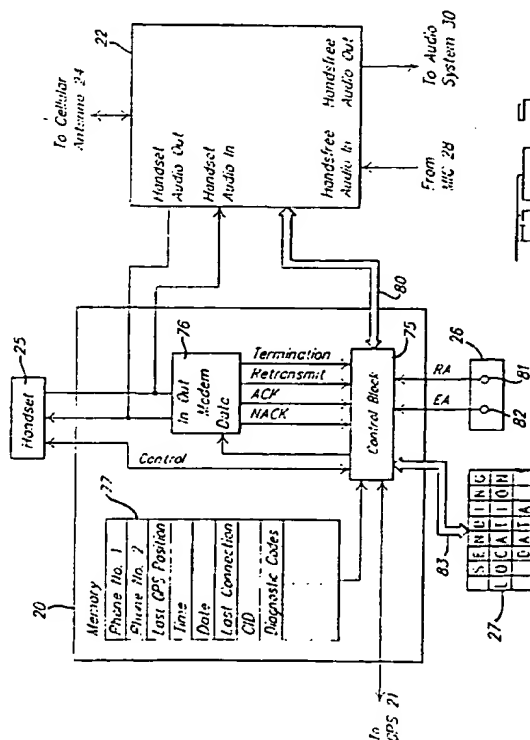
(72) Inventors:  
• **Timm, Mark James**  
**Northville, Michigan 48167 (US)**

- Dorfstatter, Walter Alfred  
Farmington, Michigan 48336 (US)

(74) Representative: **Messulam, Alec Moses et al**  
**A. Messulam & Co.**  
**24 Broadway**  
**Leigh on Sea Essex SS9 1BN (GB)**

**(54) Vehicular emergency message system**

(57) A vehicle user can request emergency or roadside assistance from a response centre by activating a button (26) in the vehicle. The global positioning system is used to continuously store the vehicle location. A cellular telephone network (22,25) is used to contact a response centre and transfer a data string via modem (76) containing information to assist the response centre in acting on the request. If a first attempt to contact the response centre at a phone number for receiving a data transfer is unsuccessful, a second call is made to a different number bypassing the data transfer and immediately placing the cellular phone into an unmuted condition. This allows the user to hear and interact with a cellular operator, if necessary, prior to being connected to the response centre.



## Description

The present invention relates in general to a communication system that provides an automated and simplified interface between a vehicle and an emergency response centre, and more specifically to controlling the message system to place a second call to the response centre using only voice contact and bypassing data transmission via modem in the event that a first data call is unsuccessful.

The present application is related to co-pending applications Serial No. 08/419350 entitled "VEHICULAR EMERGENCY MESSAGE SYSTEM" and Serial No. 08/420900 entitled "VEHICULAR EMERGENCY MESSAGE SYSTEM WITH AUTOMATIC PERIODIC CALL-IN", filed concurrently herewith.

The use of transportation vehicles such as automobiles on roads and highways inevitably involves some number of breakdowns or collisions, or situations involving health difficulties of a driver or a passenger in which roadside vehicle service, such as a tow truck, or emergency assistance, such as police, ambulance, or fire, are needed. A means of summoning help is desirable in such situations and the availability of radio communications has been very beneficial in that regard. Cellular telephones are often installed or carried in vehicles by their owners for this reason.

The response time to a request for help should be minimised to meet any potential need for critical services. Accurate information must be provided to the emergency service provider to permit effective and timely response. However, many cellular phone callers to emergency services are unable to provide their location accurately in a timely manner. In addition to position information, a service provider benefits from having information on vehicle identification, cellular phone number of the telephone in the vehicle, the cellular system identification from which a call originated, and speed and heading of a vehicle.

Automatic position locating systems such as a global positioning system (GPS) receiver have been utilised in conjunction with a cellular telephone unit to provide position information over a cellular link (see U.S. patent 5,043,736, for example). However, prior systems have failed to adequately automate operation of a communication system to sufficiently reduce the burden on the vehicle operator to follow a rigid operating procedure or provide certain information to the service provider. Such complexity has limited the effectiveness of such systems, especially when the user is in a stressful emergency situation or unable to respond.

The present invention provides a positioning and communication system having the advantage that a user need activate only a single button to secure roadside or emergency assistance. The invention automatically reverts to a voice mode from a data transmitting mode if a data call is not completed on the first try, thereby allowing more reliable connection over a cellular tele-

phone network and the capability of providing the needed assistance.

Specifically, the present invention provides a vehicular emergency message system in a mobile vehicle for communicating with a response centre. A position locator receives reference broadcast signals and determines a position of the vehicle. A cellular transceiver, such as a cellular phone, has an audio input, an audio output, and a control input. A controller is coupled to the position locator and the cellular transceiver for causing the cellular transceiver to communicate with the response centre in a predetermined manner, wherein the controller operates in a wait mode, an activation mode, and a communication mode. The controller includes a tone detector for detecting a tone signals from said response centre. The system includes an activation unit coupled to the controller which is responsive to a manual activation to send an activating signal to the controller to place the controller in the activation mode.

The activation mode is comprised of 1) obtaining control of the cellular transceiver through the control input in order to establish a communication channel between the cellular transceiver and the response centre, 2) initiating a first call to the response centre including the initial transmission of audio signals responsive to a data output of the controller for specifying a unique identifier code of the vehicle while the audio output is muted, 3) detecting a failure of the first call in response to tone signals received or not received during the first call, and 4) initiating a second call to the response centre if the first call fails, the second call being comprised of an initial transmission and reception of voice responsive to the audio input and the audio output without muting.

The invention will now be described, by way of example, with reference to the accompanying drawings, in which:

Figure 1 is a block diagram showing vehicle hardware and infrastructure elements of a vehicle emergency message system;

Figures 2-4 show a flowchart describing operation of a vehicle apparatus in the present invention;

Figure 5 is a schematic block diagram showing the controller of Figure 1 in greater detail;

Figure 6 illustrates a data string utilised in the present invention;

Figure 7 is a table showing construction of the account block of Figure 6; and

Figure 8 is a table showing construction of the event block of Figure 6.

Referring to Figure 1, a vehicle emergency message system includes vehicle hardware 10 and system infrastructure 11. Infrastructure 11 includes GPS satellites 12 in earth orbit, a network of cellular towers 13 connected to a land-line phone system 14. A response centre 15 is connected to telephone system 14 and provides a 24 hour monitoring service responsive to mes-

sages and requests for assistance from registered users.

Vehicle hardware 10 includes a system controller 20 connected to a GPS receiver 21 and a cellular transceiver 22. GPS receiver 21 is connected to a GPS antenna 23 typically in the form of a radome, while cellular transceiver 22 is connected to a cellular antenna 24. A cellular handset 25 is connected to cellular receiver 22 through system controller 20, thereby allowing system controller 20 to control cellular transceiver 22 and access the audio signal transmissions of transceiver 22.

System controller 20 interacts with a user (i.e., the driver or a passenger of the vehicle) through a switch assembly 26 and a display message centre 27. Switch assembly 26 preferably includes two push buttons for activating the vehicle emergency message system according to the type of assistance that is needed, thereby allowing the response centre to prioritise incoming requests. Preferably, the two push buttons identify either a request for roadside assistance (i.e., vehicle mechanical trouble) or emergency assistance (i.e., a medical condition or a crime in progress). Switch assembly 26 may preferably be mounted to an overhead console in a vehicle, for example. Display message centre 27 is preferably mounted to an instrument panel of the vehicle and provides an alphanumeric display (e.g., an LED matrix or a vacuum fluorescent display) to show system status and to display system information as will be described below.

Transceiver 22 operates in either a handset or a hands-free mode. A hands-free microphone 28 is mounted in the vehicle and connected to transceiver 22. A hands-free speaker 29 can be connected directly to transceiver 22 or may be connected through the vehicle audio system 30 (i.e., the amplifier and speakers of the vehicle audio/radio system can be employed as the hands-free speaker for the cellular phone).

Operation of vehicle hardware 10 will be described with reference to the flowchart of Figures 2-4. In general, hardware operation is characterised herein by four operating modes; a power-up mode, a wait mode, an activation mode, and a communication mode. The power-up mode includes the performance of system diagnostics to determine if component failures exist. The wait mode includes the updating of vehicle position information while waiting for a manual activation by the user. The activation mode includes the assembly of data for transmission to the response centre, dialling of the cellular phone to establish communication with the response centre, and detection of a successful connection. In the communication mode, digital data may be sent to the response centre and voice contact between the user and the response centre is established.

Referring to Figure 2, the power-up mode begins when the vehicle ignition switch is turned on in step 35. A self-diagnostic check of the vehicle emergency message system (VEMS) components is run in step 36 and preferably includes GPS diagnostics, cellular phone di-

agnostics, and activation switch diagnostics. If any fault condition is detected that prevents proper operation of the system, then a message such as "SYSTEM FAILURE" is displayed in the message centre in step 37. An indicator light may be provided, e.g., mounted on switch assembly 26, that is illuminated during power-up diagnostics at the beginning of step 36 and is extinguished in the event that all diagnostic tests are passed at the end of step 36. Step 37 bypasses the turning off of the indicator light so that it remains lit as a reminder that a fault has been detected.

Following the diagnostic tests, an automatic call-in procedure may be optionally utilised during the power-up mode. In step 38, a check is made whether a predetermined duration of time (e.g., preferably at least six months) have passed since the last time that VEMS 10 was connected to the response centre. If at least six months have passed, then an automatic call-in is performed in step 39. The automatic call-in to the response centre helps assure that the system is functioning properly and that a user's cellular account is active. If the response centre has not received an automatic call-in from a particular vehicle within a predetermined time after the six month period, then the response centre can send a reminder to the vehicle owner to have their system checked.

After the power-up mode, system 10 enters the wait mode and waits for a manual activation of the switch assembly in step 40. While in the wait mode, system 10 obtains periodic position updates from the GPS receiver in step 41. Position may be updated at one second intervals, for example. In addition to position, each update includes an updated time (i.e., time-of-day and date) and vehicle direction and speed (as determined by Doppler effects on the received GPS satellite signals provided the vehicle is moving at least about 15 MPH). The most recently obtained valid position in longitude and latitude, together with the time it was collected and the last obtained vehicle heading and speed information, are stored in a memory in system 10. Thus, system 10 is able to provide the response centre with the most recently collected valid position of the vehicle and the direction it is or was most recently heading. The GPS receiver may be momentarily unable to determine position in the event that obstructions are preventing reception of GPS signals at the time the call for assistance is made. If system 10 is unable to collect GPS readings for greater than a predetermined period of time, it may be desirable to indicate a failure to the user via the message centre or an indicator light, and to store an indication of the failure in memory as a diagnostic code.

In step 40, the controller polls the manual activation buttons in the switch assembly to detect a manual activation. The switch assembly preferably provides a roadside assistance (RA) button labelled with a tow-truck and an emergency assistance (EA) button labelled with an ambulance, for example. When the user presses either button, an RA signal or an EA signal is generated

which places system 10 in the activation mode and causes a message, such as "ROADSIDE REQUEST" or "EMERGENCY REQUEST", to be displayed.

In step 42 of the activation mode, the controller formats a data string to be transmitted to the response centre using a modem signal via the cellular transceiver. The data string includes customer identification, position, and other information as will be described below. In step 43, the controller wakes-up (i.e., activates, if necessary) and establishes control of the cellular transceiver. If the controller is not successful in obtaining control of the cellular phone, then a message is displayed, such as "SYSTEM FAILURE", and the attempt to make a call aborted with a return to point A. If the cellular phone is active and in use, step 43 may include terminating an existing call so that the response centre can be contacted. In step 45, the VEMS controller verifies whether cellular service is available in the area where the vehicle is located (i.e., whether the cellular transceiver can establish communication with a cellular tower). If cellular service is not available after attempting to establish a connection for a certain time (e.g., up to two minutes), then a message such as "NO CELLULAR SIGNAL" is displayed in step 46 and a return is made to the wait mode via point A.

In the event that cellular service is available, the controller causes the cellular transceiver to dial a first number to the response centre while the hands-free audio of the phone is muted in step 47. Two separate numbers to the response centre are preferably utilised wherein the first number connects to an automated data receiver for receiving digitally transmitted information via modem prior to connecting the user with a human operator. A second number bypassing the automated data reception and connecting directly to the human operator is used in some circumstances as will be described below. In the first call, however, the automated transmission of data is attempted and the audio outputs of the phone are muted in the vehicle so that modem signals are not heard by the user. Preferably, the system controller maintains full, uninterruptible control over the cellular transceiver during this first call to ensure a reliable connection with the response centre in the majority of instances.

Upon connection with the automated data receiver at the response centre, a handshake signal is sent from the response centre using a tone at a predetermined frequency. System 10 attempts to detect a handshake tone and if one is received in step 48 then a jump is made to the communications mode at point C (as will be described below with reference to Figure 4). If a handshake signal is not received in step 48, then the activation mode continues at point B in Figure 3.

After point B, a command to end any pending call is sent to the cellular transceiver in step 49. In response to the failure to receive a handshake signal, a call attempt counter is incremented in step 50 (this counter should equal 1 after a failure during the first call).

In step 51, the failure counter is checked to determine whether greater than a predetermined number of attempted calls have occurred, e.g., 4. If yes, then a message is displayed in step 52 such as "UNABLE TO PLACE CALL" and a return is made to the wait mode at point A. If less than the maximum number of attempted calls have occurred, then a recheck for availability of cellular service is performed in step 53. If cellular service is not obtained within two minutes, then a message is displayed in step 54 such as "NO CELLULAR SIGNAL" and a return is made to the wait mode at point A. Otherwise, the controller causes the cellular receiver to dial a second number to the response centre in step 55. In the call to the second number, which is a voice number that bypasses the data receiver at the response centre, the cellular phone is placed in hands-free mode and is unmuted to allow conversation between the user and the operator at the response centre. Unlike during the first call, the user has full control over the cellular phone via the handset during the second call to provide maximum flexibility in unusual circumstances.

In an alternative embodiment, only one attempted call is made to the second number. In that case, it is not necessary to maintain a call attempt counter. A return to the wait mode is made if the second call fails to reach the response centre on its first try.

An important reason to conduct the second call to a second number and having the hands-free phone audio unmuted during the second call, is that if the user is outside his home cellular phone area (i.e., is "roaming") an operator for the cellular system to which the user connects may come on-line to request credit card or other information before completing a cellular call. By unmuting the phone, not automatically transmitting the data during a second call, and relinquishing control of the cellular phone to the user, the user can interact with the cellular operator to obtain a phone connection to the response centre. The response centre can still then obtain the digital data using a retransmit tone as described below.

If the cellular phone detects a failure to establish a cellular connection after dialling the second number, then the failure is detected by the controller in step 56 and a return is made via point B to step 50 for a possible redial to the second number. If dialling the second number is successful as detected in step 56, then the system is placed in the communication mode via point D.

Operation of system 10 in the communication mode is shown in Figure 4. After successful connection to the first phone number at point C, the data string that was previously formatted is sent to the response centre via modem in step 60. Upon successful reception of the data at the response centre, the response centre produces an acknowledgment tone at a predetermined frequency. System 10 checks for receipt of the acknowledgment tone in step 61. If no acknowledgment tone is received, then a check is performed in step 62 to determine wheth-

er to try to resend the data string. For example, a maximum of four attempts to send the data string may be performed. If less than the maximum number of tries have been attempted, then a return is made to step 60, otherwise a return is made to the activation mode at point B for attempting to connect to the second phone number without data transmission. If an acknowledgment tone is received to the data string, then the cellular phone is unmuted in step 63 to provide two-way audio and voice contact is made with the response centre after the call is transferred to a live operator. In addition, at least some of the information from the data string is displayed on the message centre in step 64. During the first call, this information may be used to confirm the data already sent to the response centre.

If the communication mode is entered at point D following a call to the second (non-data) phone number, then the information from the data string displayed on the message centre in step 64 preferably includes an identification of the user (e.g., a customer ID) and the last obtained position from the GPS receiver displayed in latitude and longitude. As this information is displayed in step 64, the response centre can obtain the displayed information by having the user read it over the cellular communication channel.

During voice contact with the response centre, the system controller in the vehicle monitors the communication channel for tone signals transmitted by the response centre. In step 65, the communication channel is monitored for a retransmit tone indicating a request by the response centre for the vehicle to resend the data string. A new, updated data string is formed and then transmitted in step 66. Thus, the response centre may obtain the data in the data string even though the first data call may have been unsuccessful. Also, the response centre can obtain updates to the information as a call is in progress, such as where the vehicle continues to move during the emergency.

The controller likewise monitors the communication channel for a termination tone in step 67. The response centre will send a termination tone when a successful resolution has been reached in the call for assistance (e.g., a service provider has been dispatched to the scene). Upon detection of the termination tone, the controller sends an end-call command to the cellular phone and stores the current time in memory to replace the time of last successful connection with the response centre in step 68. Then a return to the wait mode is made at point A.

In step 69, if the cellular transceiver detects that a call has ended, either intentionally or because of loss of the cellular carrier signal, it sends a signal to the controller indicating an end of call, otherwise the communication channel continues to be monitored for retransmit or other tones.

In response to premature ending of the call in step 69, the controller may preferably return to point B in the activation mode for a possible attempt to reconnect the

user with the response centre. In an alternative embodiment as shown in Figure 4, an attempt to automatically reconnect is made only if it was the first call that ended prematurely. Thus, step 70 checks whether the call was the first call. If it was the first call, then a return is made to point B for a second call. If it was not the first call, then a return is made to the wait mode at point A.

Figure 5 shows system controller 20 in greater detail. A control block 75 such as a microprocessor is connected to a modem 76 and a memory 77. Control block 75 is connected to GPS receiver 21, handset 25, and switch assembly 26. Control block 75 is further connected to cellular transceiver 22 via a control bus 80. Control signals that are exchanged between control block 75 and cellular transceiver 22 via bus 80 include a mute control signal, a phone in-use signal, and control signals to place the cellular transceiver into a desired configuration and to command certain actions such as dialling of supplied phone numbers. Furthermore, control signals from handset 25 may be passed through control block 75 to transceiver 22 during normal phone operation.

A handset audio input of transceiver 22 is connected to an output of modem 76 and to an output of handset 25 allowing a modem audio output to be input to the cellular transceiver. The handset microphone may be inactivated during modem output using the control line between control block 75 and handset 25. The handset audio output of transceiver 22 is connected to an input of modem 76 and to an input of handset 25. Modem 76 includes tone detector circuits comprising narrow band-pass filters and level detectors responsive to the predetermined tones that may be transmitted by the response centre. For example, a termination tone of 2,025 Hz and a retransmit tone of 2,225 Hz and each having a duration of about 1 to 1.4 seconds are employed in a preferred embodiment. Of course, any frequency within the audio range of the cellular transceiver can be employed. Upon detection of a particular tone, a signal is provided to control block 75 such as a retransmit signal, an acknowledgment (ACK) signal, a negative acknowledgment (NACK) signal, or a termination signal.

Memory 77 stores data such as the first and second phone numbers to the response centre, the last GPS position longitude and latitude, time-of-day and date of GPS position, time-of-day and date of last connection with the response centre, a customer identification code, any diagnostic codes detected during system diagnostics, and other information. Control block 75 utilises data from memory 77 in formatting a data string for transmission. In addition, information such as the cellular telephone number of the cellular phone and any identification of the cellular carrier to which the cellular phone is currently connected are obtained from transceiver 22 for inclusion in the data string.

Switch assembly 26 includes a roadside assistance push-button 81 and an emergency assistance push-button 82 for providing signals RA and EA, respectively, to

control block 75.

Message centre 27 is connected to control block 75 over a bus 33. Message centre 27 is shown as a matrix display capable of displaying alphanumeric characters in a 3 x 3 matrix.

Data communications between controller 20 and the response centre will be described in greater detail with reference to Figures 6-8. Data communications are preferably in conformance with Section 3 of the Digital Communications Standard by SIA, February, 1993.

Figure 6 illustrates the contents of the data string assembled for transmission. The data string includes an account block 85, an event block 86, one or more ASCII blocks 87 and 88, and a zero block 89. Each block is transmitted separately by the modem.

Account block 85 is the first block to be sent and is used to pass the customer identification number (CID) stored in memory that may be assigned based on the identity of the vehicle. Thus, the response centre automatically retrieves information on the identity of the vehicle and the owner involved in the request. The account number may preferably have an assigned unique identifier code based on the vehicle identification (VIN) number given to a vehicle at the time of manufacture. Some subset of the full VIN number may be used if the CID has less characters than the VIN.

Event block 86 is the second block to be sent and is used to pass information concerning the type of request (i.e., either roadside assistance or emergency assistance) and time-of-day and date information.

ASCII blocks 87 and 88 are transmitted after event block 86 and include additional information such as latitude and longitude position, vehicle heading, vehicle speed, dilution of precision (DOP), cellular phone number, cellular system identification, and any diagnostic codes logged into the memory.

The last block to be transmitted is the zero block which marks the end of the data and which requests acknowledgment from the response centre to receipt of the data.

Each block is constructed with a header byte, a function byte, data bytes, and a column parity byte. Figure 7 shows an example of the construction of an account block. The header byte includes a reverse channel enable (RCE) bit, and acknowledge request (AR) bit, and block length (BLen) bits. As defined in the SIA document referred to above, the RCE bit serves to identify the beginning of a block. The AR bit tells the receiver at the response centre whether to acknowledge receipt of a particular block. In a preferred embodiment of the present invention, only the account block and the zero block request acknowledgment. The value of the BLen bits specifies the number of data bytes being transmitted in the block. As shown in Figure 7, the binary value of RCE is always zero. The binary value of AR is one since the account block requests acknowledgment. The binary value of BLen of "1010" corresponds to the length of the CID data field equal to 10 in decimal. The hexadecimal

imal and ASCII values of the block are also shown in Figure 7, with the exception of column parity (CPar) values which are not shown but are within the skill of the art to derive. A function code of "#" in ASCII is shown identifying that the block is the account block.

Figure 8 shows an example of a construction of an event block. The function code for the event block identifies the position information in a request as new ("N") GPS data or old ("O") GPS data. The data in the event block specifies the date and time-of-day of the last valid GPS position and also identifies the type of event causing the data to be transmitted. Thus, an event code is specified for an emergency assistance request, a roadside assistance request, a follow-up or retransmission of data in response to a retransmit tone, and an automatic (6 month) call-in. In a preferred embodiment, an event code "QA" identifies emergency assistance, "QS" identifies roadside assistance, "YY" identifies a follow-up transmission, and "RP" identifies an automatic call-in.

As shown in Figure 8, data fields in the blocks may include alphanumeric characters to identify data within a block, such as "da" prior to the date and "ti" prior to the time-of-day in the data field of Figure 8. These identifiers are provided in the event that the operator at the response centre needs to view the transmitted data directly because of an equipment failure at the response centre.

The ASCII blocks contain the remaining information to be transmitted as described above (e.g., latitude, longitude, heading, speed, DOP, cellular phone number, and cellular system ID). In addition, the ASCII blocks may transmit information on the revision or version of the vehicle hardware and software installed in the vehicle or diagnostic failure codes.

Although global position system (GPS) and cellular technologies have been described in the preferred embodiment, other positioning and communication technologies could be used in the present invention. For example, position information could be obtained from the Loran-C system or other navigation systems. A communication system such as the personal communication service (PCS) could also be used. In addition to activating the vehicle emergency message system from any manual switch assembly, service requests could also be initiated automatically, such as in response to deployment of an airbag.

## Claims

1. A vehicular emergency message system in a mobile vehicle for communicating with a response centre, comprising:

a position locator (21) receiving reference broadcast signals and determining a position of said vehicle;

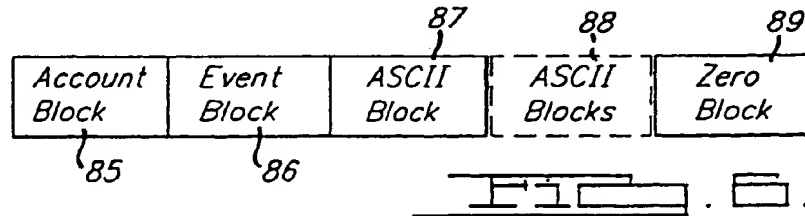
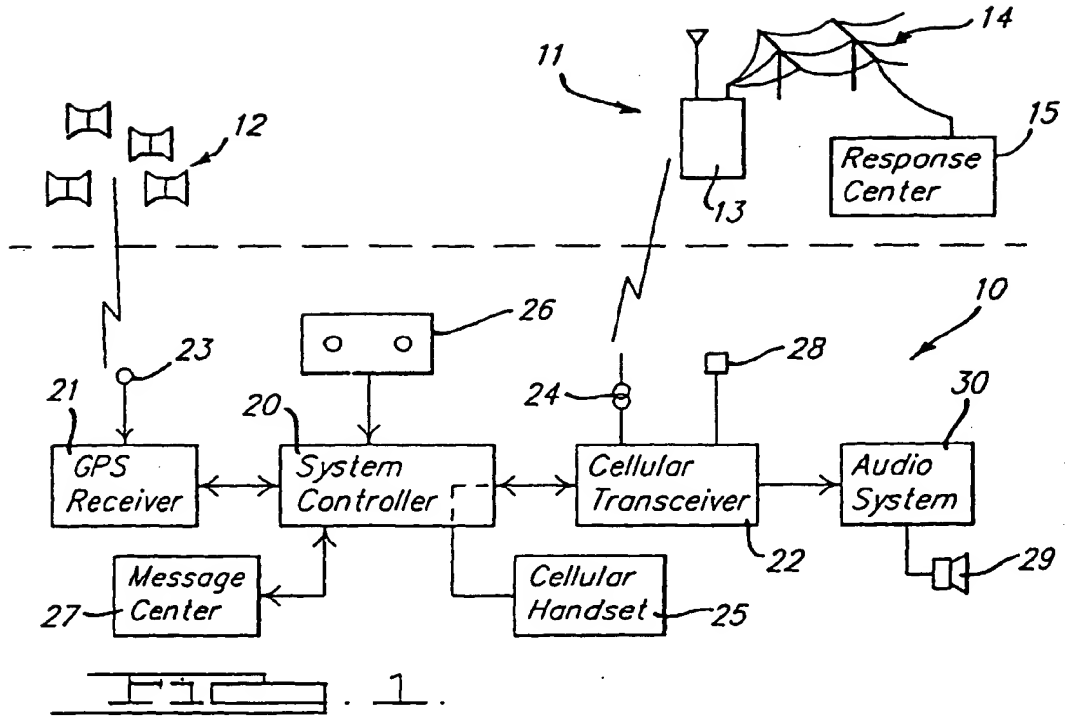
a cellular transceiver (22) having an audio input, an audio output, and a control input;  
 a controller (20) coupled to said position locator (21) and said cellular transceiver (22) for causing said cellular transceiver to communicate with said response centre in a predetermined manner, wherein said controller operates in a wait mode, an activation mode, and a communication mode, said controller including a tone detector for detecting tone signals from said response centre; and  
 an activation unit (26) coupled to said controller responsive to a manual activation to send an activating signal to said controller (20) to place said controller in said activation mode;

wherein said activation mode is comprised of 1) obtaining control of said cellular transceiver (22) through said control input in order to establish a communication channel between said cellular transceiver and said response centre, 2) initiating a first call to said response centre including the initial transmission of audio signals responsive to a data output of said controller for specifying a unique identifier code of said vehicle while said audio output is muted, 3) detecting a failure of said first call in response to tone signals received or not received during said first call, and 4) initiating a second call to said response centre if said first call fails, said second call being comprised of an initial transmission and reception of voice responsive to said audio input and said audio output without muting.

2. A system as claimed in claim 1, wherein said tone detector detects a handshake tone from said response centre, and wherein a failure of said first call is detected if said handshake tone is not received within a predetermined time of initiating said first call.
3. A system as claimed in claim 1, wherein said tone detector detects a data acknowledgment tone from said response centre, and wherein a failure of said first call is detected if said data acknowledgment tone is not received after said initial transmission of communication signals responsive to said data output for specifying a unique identifier code of said vehicle.
4. A system as claimed in claim 1, wherein said tone detector detects a termination tone from said response centre, and wherein a failure of said first call is detected if said termination tone is not received prior to the end of said first
5. A system as claimed in claim 1, wherein said cellular transceiver dials a first number during said first call and dials a second number during said second

call, said second number bypassing automatic data reception at said response centre.

6. A system as claimed in any one of the preceding claims further comprising an alphanumeric display coupled to said controller, said display displaying said unique identifier code and said position of said vehicle during said second call.
7. A system as claimed in any one of the preceding claims, wherein said tone detector further detects a retransmit request signal from said response centre, and wherein said controller retransmits audio signals responsive to a data output of said controller for specifying a unique identifier code of said vehicle in response to said retransmit request signal.



	RCE	AR	BLen	Func Code	Data (CID)	CPar
Bin	0	1	001010	00100011		*
Hex		4A		23	31 32 38 37 36 35 34 33 32 31	*
ASCII		J		#	1 2 8 7 6 5 4 3 2 1	*

FIG. 2.

RCE	AR	BLen	Func Code	Data (Day, Time Of Day, Event Code)	CPar
0	0	010110	01001110		*
	16		4E		*
			N	da06-01-95ti14:23:340S	*

FIG. 3.



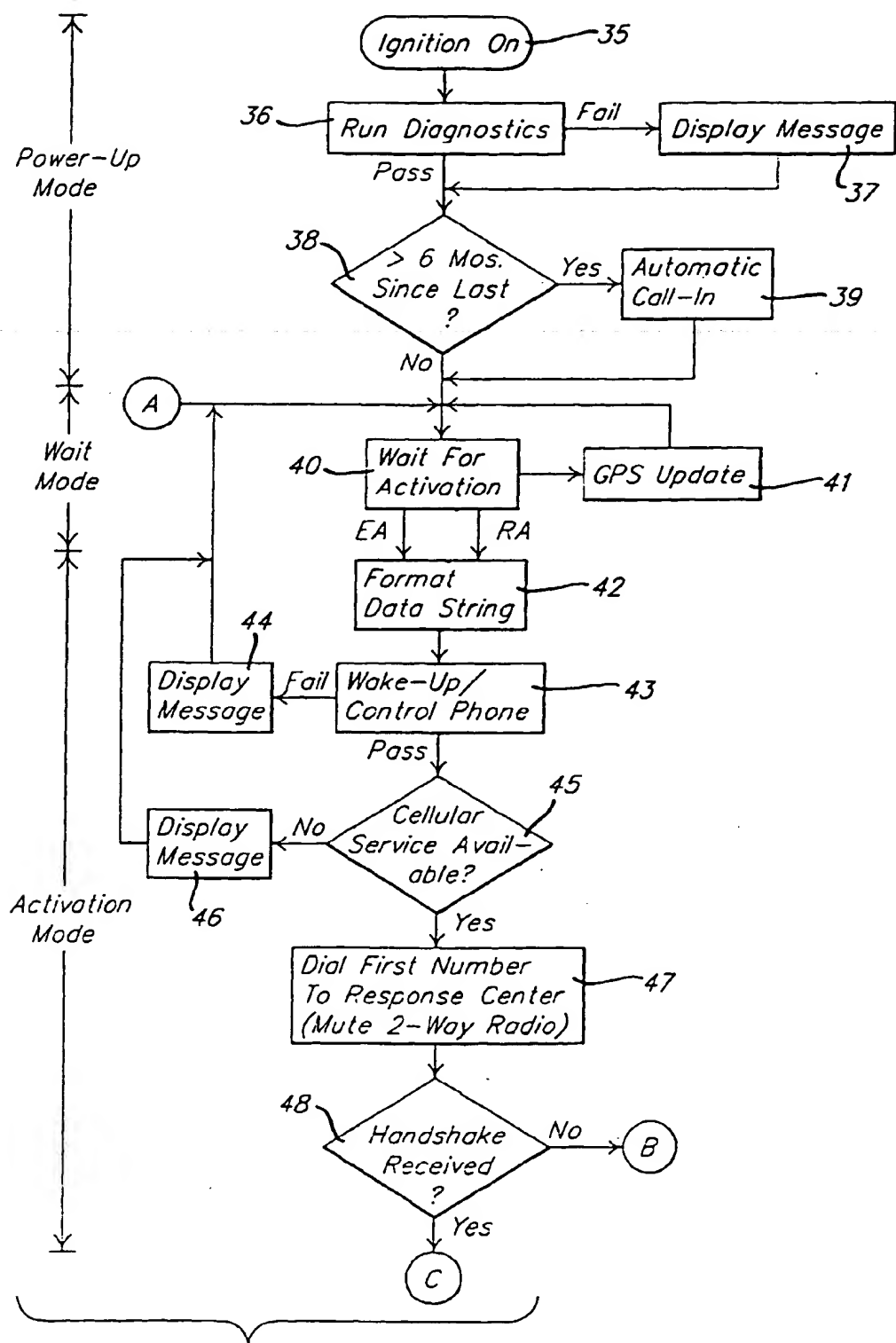


FIG. 2.

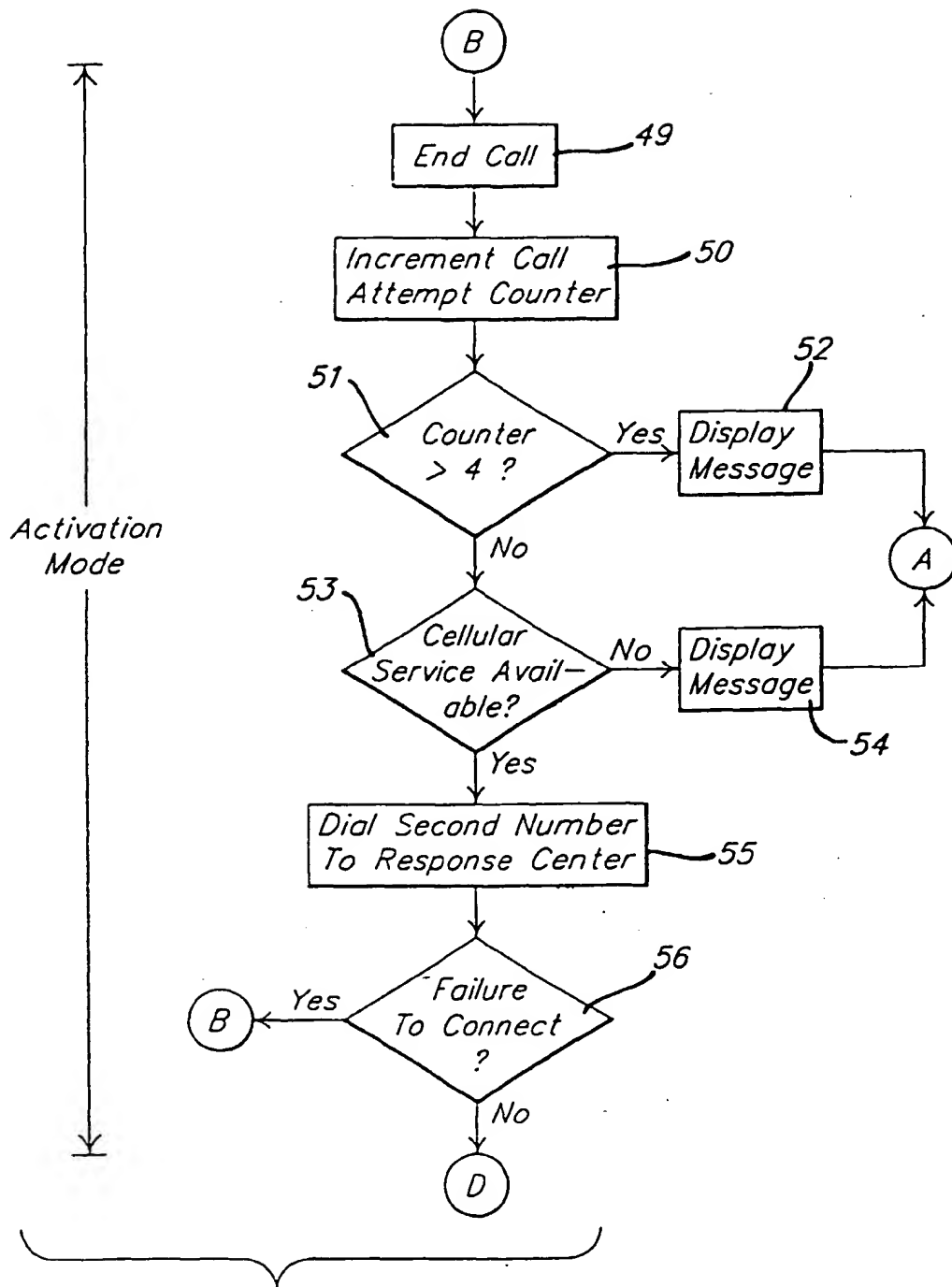
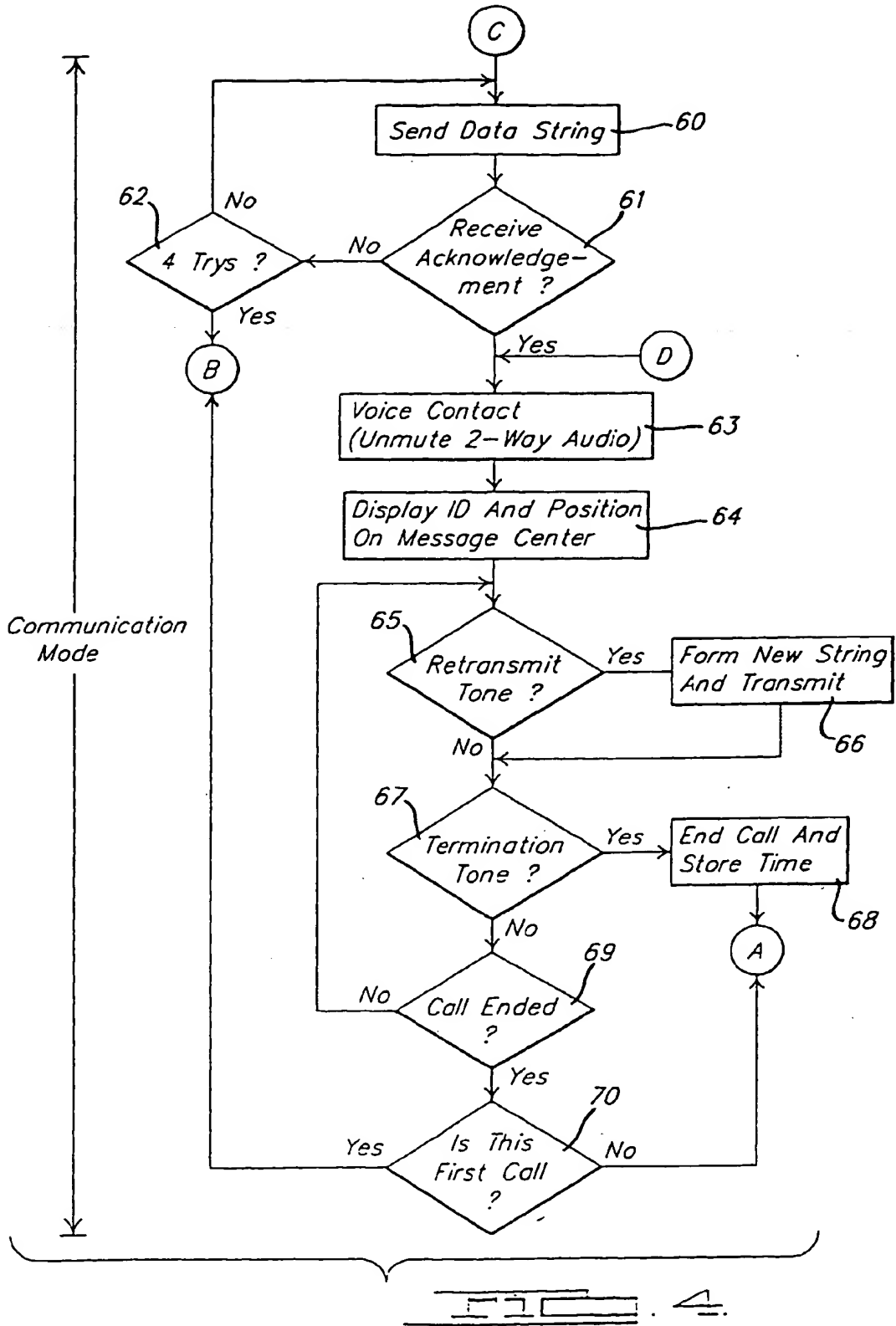
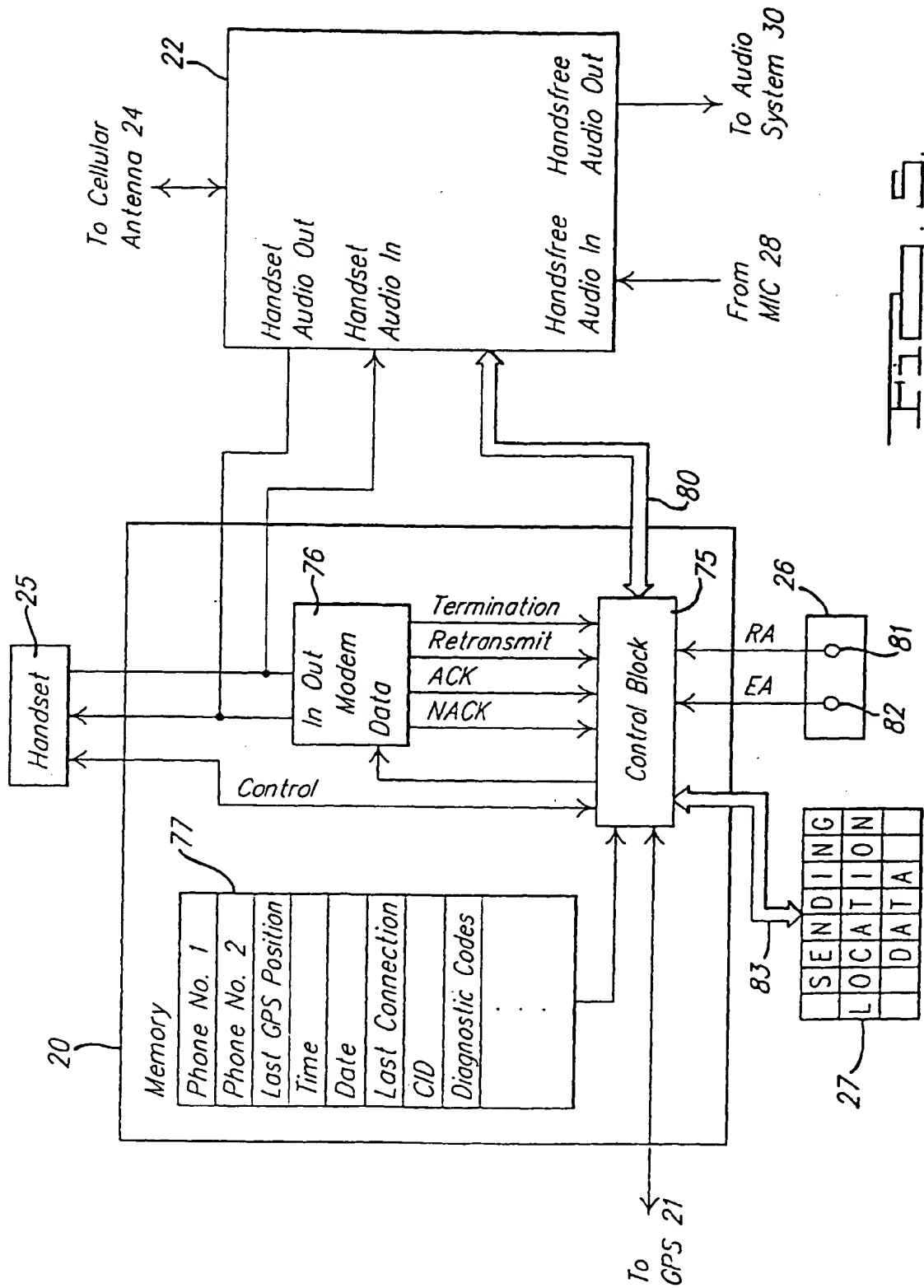


FIG. 3.







European Patent  
Office

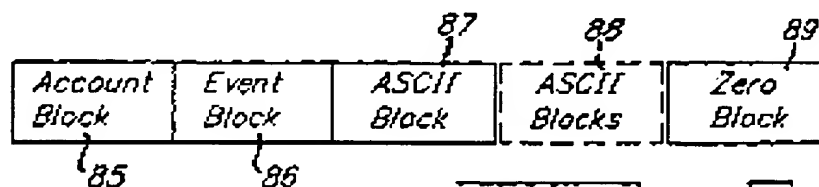
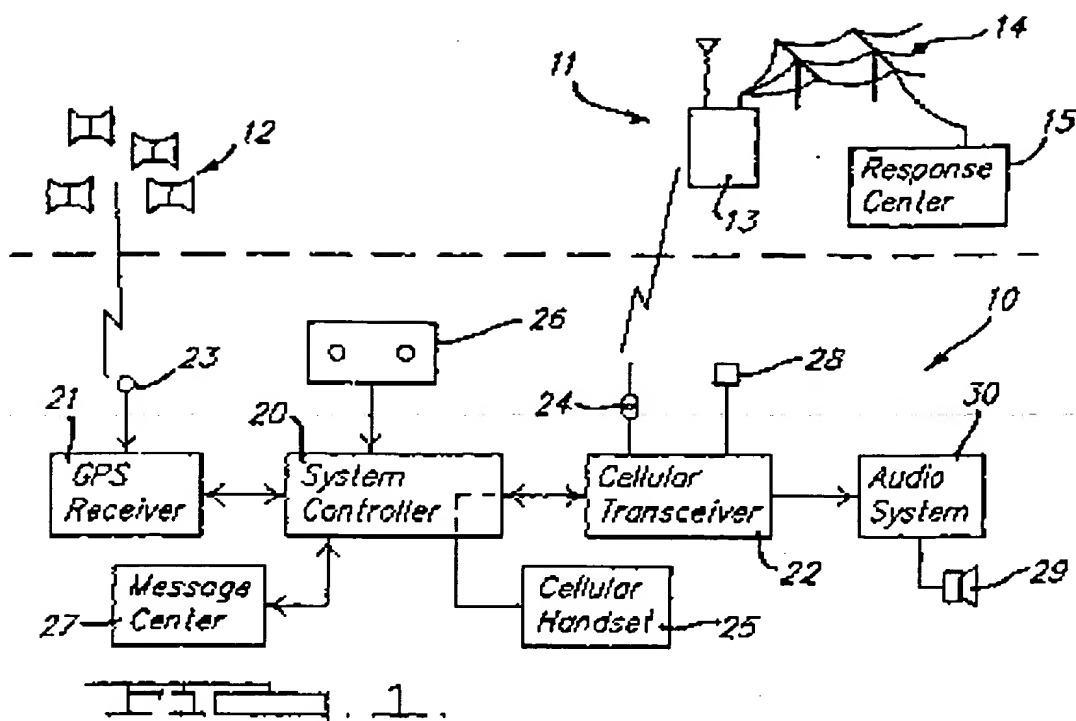
# EUROPEAN SEARCH REPORT

Application Number  
EP 96 30 2367

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. CL.6)
A	WO-A-93 16452 (SIMMS IND INC) 19 August 1993 * page 14, line 29 - page 18, line 14; figure 6A *	1-7	G08G1/127
A	WO-A-93 05490 (MATOUSCHEK ERICH ;MATOUSCHEK THOMAS (DE); WALLISER BRIGITTE (DE)) 18 March 1993		
			TECHNICAL FIELDS SEARCHED (Int. CL.6)
			G08G
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 5 August 1996	Examiner Crechet, P
<p><b>CATEGORY OF CITED DOCUMENTS</b></p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date I) : document cited in the application L : document cited for other reasons &amp; : member of the same patent family, corresponding document</p>			

EPD FORM 150 D3A (PWC01)

**THIS PAGE BLANK (USPTO)**

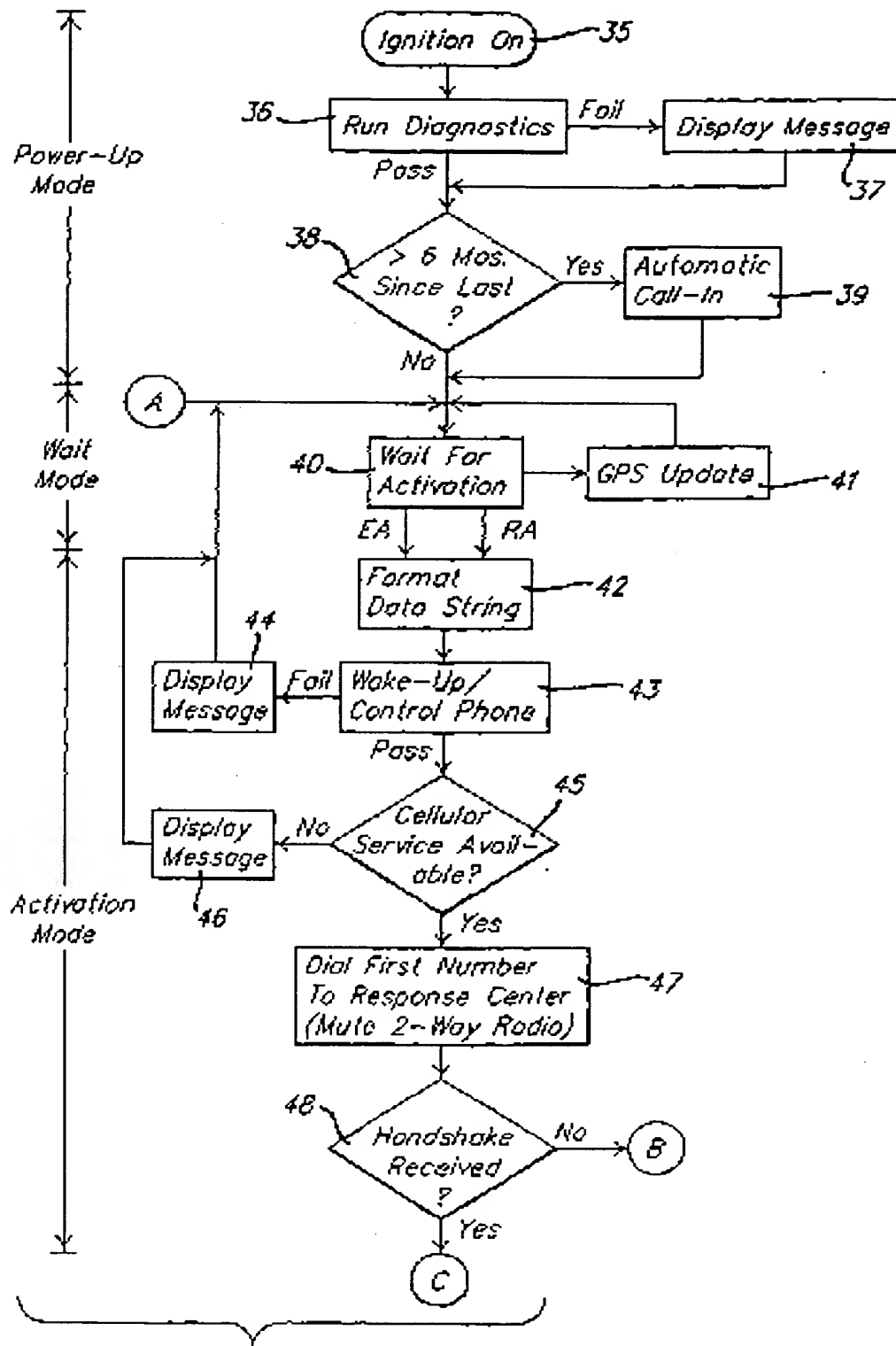


	RCE	AR	Blen	Func Code	Data (CID)	CPar
Bin	0	1	001010	00100011		*
Hex		4A		23	31 32 38 37 36 35 34 33 32 31	*
ASCII		J		#	1 2 8 7 6 5 4 3 2 1	*

FIG. 7.

RCE	AR	Blen	Func Code	Data (Day, Time Of Day, Event Code)	CPar
0	0	010110	01001110		*
	16		4E		*
			N	da06-01-95t114: 23: 3405	*

FIG. 8.





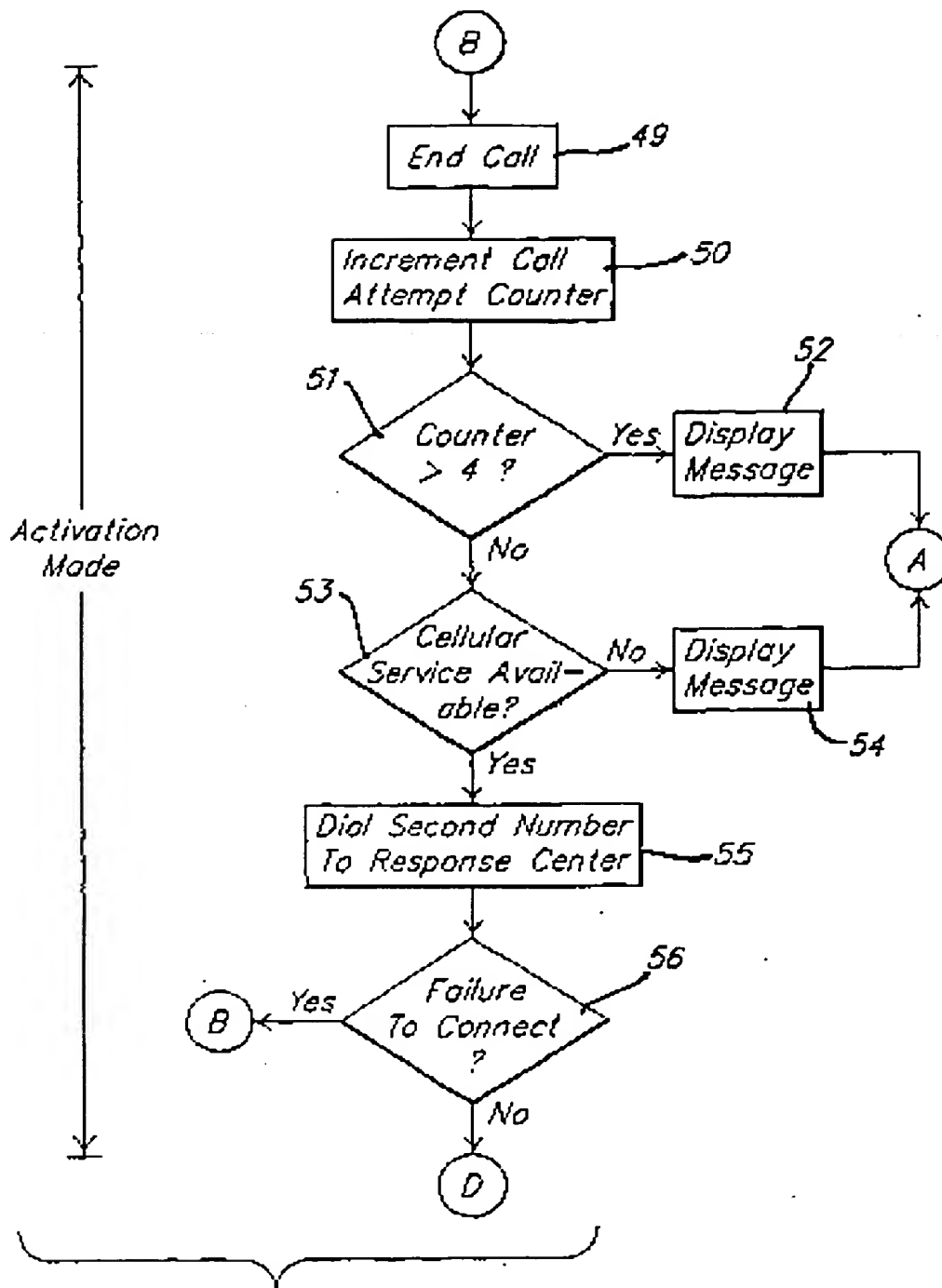


FIG. 3

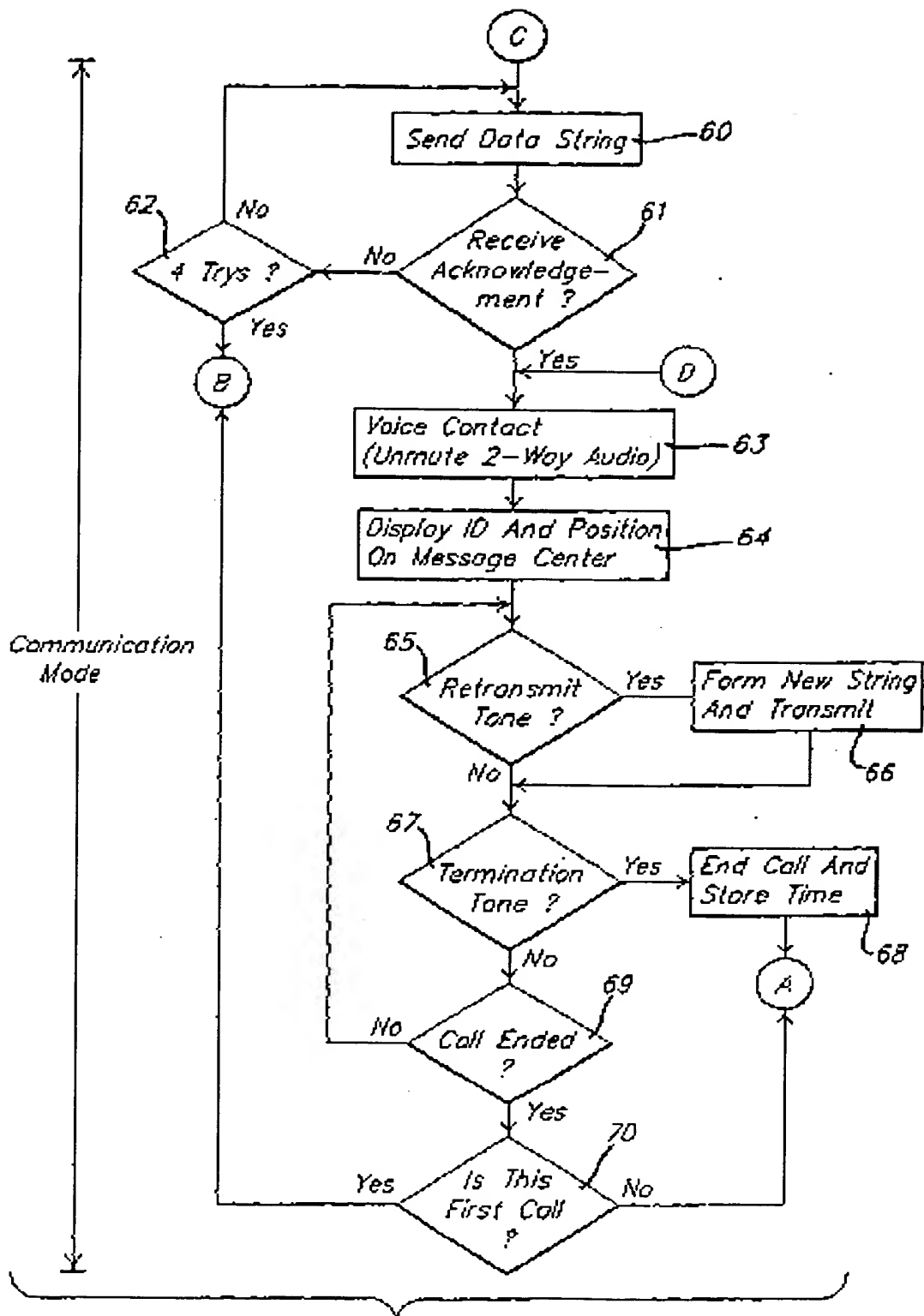
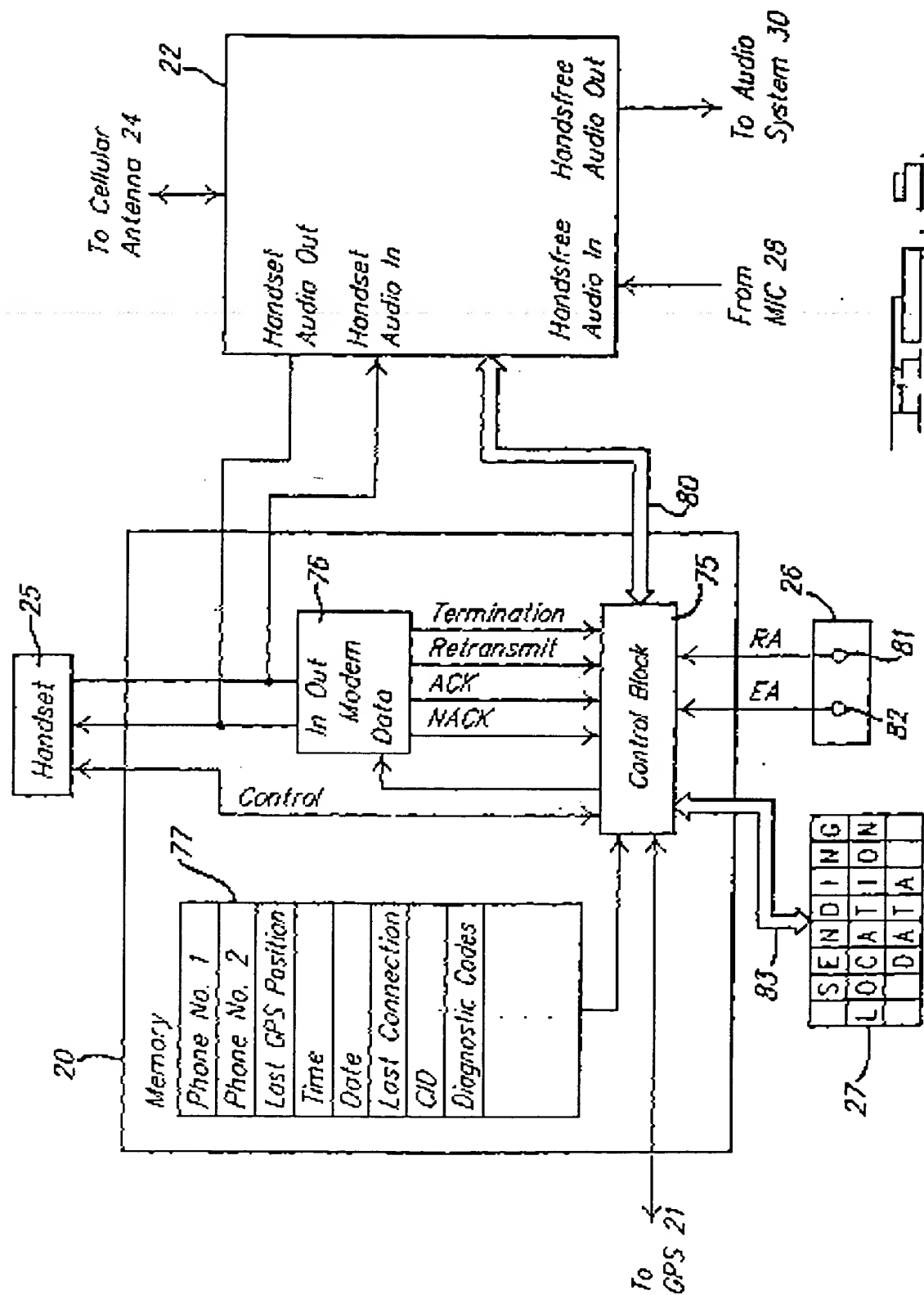


FIG. 4



**This Page Blank (uspto)**

**This Page is Inserted by IFW Indexing and Scanning  
Operations and is not part of the Official Record**

**BEST AVAILABLE IMAGES**

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- ☐ BLACK BORDERS
- ☐ IMAGE CUT OFF AT TOP, BOTTOM OR SIDES
- ☐ FADED TEXT OR DRAWING
- ☒ BLURRED OR ILLEGIBLE TEXT OR DRAWING
- ☐ SKEWED/SLANTED IMAGES
- ☐ COLOR OR BLACK AND WHITE PHOTOGRAPHS
- ☒ GRAY SCALE DOCUMENTS
- ☐ LINES OR MARKS ON ORIGINAL DOCUMENT
- ☐ REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY
- ☐ OTHER: \_\_\_\_\_

**IMAGES ARE BEST AVAILABLE COPY.**

**As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.**

**This Page Blank (uspto)**